NEW-YORK, WEDNESDAY, JUNE 28, 1899.—SIXTEEN PAGES.

CANADA NOT SATISFIED.

ALASKAN BOUNDARY NEGOTIATIONS SEEM LIKELY TO FAIL.

THE DOMINION MAKES A COUNTER-PRO-POSAL WHICH IS UNACCEPTABLE TO THE AMERICAN SIDE

Washington, June 27 .- The negotiations for a modus vivendi regulating the Alaskan boundary have fallen into a state that jeopardizes a successful outcome and causes apprehension among officials. Nothing has been heard from Ambassador Choate as to the results of the conference he had to-day with Lord Salisbury on this subject, but the last phase of the case was that the Canadians had made a counter-proposal in place of accepting the definitive American proposition, which had been carefully drawn with the sole purpose of preventing any future controversy over the points already agreed upon between Mr. Choate and Lord Salisbury

Instead of following the lines of the American proposal and confining the counter-proposal to a plain statement of the points already roughly indicated as marking the boundary, this last issue proposed a radical change in the line on the Dalton Trail, and was of a character wholly unacceptable to the American side, involving as it did the transfer into Canadian jurisdiction of the fortunes and claims of many American miners.

Unless there is a decided abatement on one side or the other of the demands, the desired medus vivendi will be as unlikely of attainment as was a permanent agreement on the boundary question, and the chances for the reassembling of the Joint High Commission will fade away entirely.

A CONFERENCE HELD IN LONDON. AMBASSADOR CHOATE AND LORD SALIS-

BURY DISCUSS CANADA'S OBJECTION. London, June 27.-The United States Ambas sador, Joseph H. Choate, had a conference at the Foreign Office this morning with the Marquis of Salisbury in regard to the objection raised by Canada on Friday to the suggested modus vivendi in connection with the Alaskan

THE PEACE CONFERENCE.

QUESTION OF A PERMANENT ARBITRATION BOARD TO BE DISCUSSED MONDAY.

The Hague, June 27.-For the next few days the members of the Special Drafting Committee, who are preparing a record of the work already accomplished, will be the only Peace Con-

The question of a permanent arbitration board and Germany's relation thereto, the German delegates, it is said, having received instructions to accept the principle of a permanent tribunal of arbitration, as outlined in the Anglo-Ameri-can plans, will be discussed Monday.

RUSSIAN PROPOSALS UNACCEPTABLE. London, June 28.-The correspondent of "The

Times" at The Hague says: "As the result of a protracted informal discussion of the committee's report to-day, the Russian military disarmament proposals were

declared unacceptable " UNNECESSARY ALARM IN LONDON.

"THE ST. JAMES'S GAZETTE" CONJURES UP

PHANTOM FLEET OF CLAN-NA-GAEL PRIVATEERS

London, June Z.-"The St. James's Gazette," which has been remarkable for its jingoism on the subject of the Transvaal, caps the climax to-day by earnestly appealing to the British Admiralty take immediate steps to counteract the plans of the representatives of the Clan-na-Gael from the United States, who are now at Pretoria with the view of obtaining authority to start a fleet of priva-teers under the Transvaal flag with the object of looting Cape liners."

It is to be hoped that the British Admiralty wil not be unnecessarily alarmed. The Clan-na-Gael is a great and powerful organization, and it has for many years accepted contributions from servant girls in this country and has held annual picnics and games as a means of soothing and amusing them while it took their money, and the champions of Finn McCool were nothing to what its members would be if they got a chance, but this is not their chance, any more than anything else ever was fleet of the Clan-na-Gael does not at this momen equal the Russian navy, to say nothing of the Brit-It the commodities for which its money has been spent could at this moment be reproduced there would doubtless be whiskey enough to float a fleet, but there would not be any fleet to float. It is a pity that this paragraph cannot reach the British Admirally before 6 or 7 o'clock this morning, and so save it a night's rest, but that is the fault of the longitude. As soon as it is received and read, let the navies that have been called a soon as ing, and so save it a hight sess, that have fault of the longitude. As soon as it is received and read, let the navies that have been called back into home ports be sent out again. The Clanna-Gael is not likely to get any nearer to them than Jones's Wood, and then Admiral Dewey is on his way west, and he feels friendly toward England, and there is nothing to fear.

BRITISH SAID TO HAVE INYACK ISLAND.

London, June 27 .- "It is persistently rumored here," says a dispatch from Johannesburg to "The Standard." "that Great Britain has acquired possession of Inyack Island, in the mouth

BRITISH FLEET ORDERED TO MOBILIZE. Chatham, England, June 27.-An order has been received at the dockyard here for the fleet to mobilize July 11. It is believed this is a step taken preparatory to the annual navy manœuvres. Ten battle ships and thirty-two cruisers will take part in the operations.

THE KAISER FRIEDRICH REJECTED.

THE GREAT NORTH GERMAN LLOYD STEAMER

TO BE RETURNED TO HER BUILDERS. Berlin, June 27 .- The steamship Kaiser Fried-

rich, which was built for the North German Lloyd Company, not having fulfilled the conditions of the contract, has been rejected by the company, and she will be returned to her builders on her arrival to-morrow at Bremen from New-York, from which port she sailed on

The Kaiser Friedrich was built in Ebling, Germany, by Schichau, the torpedo-boat builder, and was launched about a year ago. Her machinery was constructed on torpedo-boat lines, and was, a sense, an experiment as applied to vessels of her type. She was guaranteed to make half a knot an hour more than the Kaiser Wilhelm der Grosse. The speed of the latter is twenty-two knots an hour, but it is stated the Kaiser Friedrich has not averaged over twenty knots. She is 900 feet in length over all, of 64 feet beam, 41 feet deep, in length over all, of 64 feet beam, if feet deep, and her displacement is 12,000 tons. Her two sets of quadruple expansion engines have 25,000 horse-power. The engines are not in the after part of the vessel, as is usual, but are set amidships, and there is one set of boilers abait of the engines. There are nine engines in all, each having five cylinders. This arrangement was expected to give the vessel extra speed. It has been anticipated for some time that she would be returned to the builder, but it is believed that she can be so refitted as to meet the requirements of the contract under which she was constructed.

AUSTRALIAN FEDERATION

London, June 27.-Replying to a question in the House of Commons to-day, the Secretary of State for the Colonies. Joseph Chamberlain, said he hoped a bill providing for the federation of the Australian commonwealth would be introduced in the House of Commons early next session.

Melbourne, Victoria, June 27.-In the Legislative Assembly to-day, the Federal Enabling act passed its first reading.

SEIZED BY NEWFOUNDLAND OFFICIALS, THEY RESCUE THEIR BOAT AND PUT TO SEA.

St. John's, N. F., June 27.-The French fishing vessel Nouvelle Ecosse, from the Grand Banks, arrived at Cape Broyle, on the southern coast of Newfoundland, yesterday in quest of herring bait. She was seized by the customs officials for a violation of the fishery laws. An officer was placed in charge of the ship and crew, but the latter attacked him, got the ship

to sea, threw him into a boat and left the coast. The British special service vessel Columbine was ordered to chase and seize the Nouvelle Ecosse, which has no register, that being in the hands of the customs officials.

Serious complications are expected to result from this affair. The French Admiral is coming here to undertake an investigation.

DEROULEDE RAISES A TUMULT.

SUPPRESSED BY AN OVERWHELMING VOTE AFTER A SCENE OF DISORDER.

Paris, June 27 .- In the Chamber of Deputies today M. Paul Déroulède, founder of the so-called ing, and that he had made out her identity from League of Patriots, and member for the Angoulême Division of Charente, introduced a proposal for a revision of the Constitution, with Macon cruised around the wreck for some time. the view of substituting "a popular for a parliamentary republic," and demanded urgency for

referred to a committee.

M. Déroulède requested permission to speak, but the president of the Chamber, M. Deschanel, refused to allow him to do so.

M. Lasies, Anti-Semite, member for the Condom Division of Gers, accused the Premier of having recourse to subterfuges, and a violent | mington and Georgetown last Saturday. tumult ensued. Several of the Deputies tried to speak, but their voices were drowned, and the president was compelled to suspend the session. When it was resumed urgency was profeated by a vote of 397 to 70.

BREST CALMLY AWAITS DREYFUS.

Brest, June 27 .- The delay in the arrival here of the French cruiser Sfax, which left the waters of French Gulana June 10 with Captain Alfred Dreyfus on board, increases the interest in the landing of the famous prisoner. All sorts of reports and suppositions are current. For the moment, attention is concentrated on the put-Such vessels usually start in the morning and return in the evening, consequently the departure of the steamer this afternoon has given rise to the conjecture that she has gone to meet the Sfax, and that Dreyfus will be transferred on board of her.

The authorities continue refusing to furnish the slightest information regarding Dreyfus to the army of newspaper men of all nationalities gathered here anxiously seeking news of Sfax

In the mean while the effervescence of yester-day evening has quite evaporated, and this evening the inhabitants are calmly promenading the principal square, listening to the Marine Band

THE SFAX PASSES THE AZORES. Paris, June 27.-A dispatch from Fayal,

Azores Island, says the Sfax passed that point without stopping to coal.

ROYALIST YOUTHS GET OFF LIGHTLY. Paris, June 27.-The Correctional Tribunal today nominally fined the members of the League of Royalist Youths. The First Offenders' Act will protect them even from this.

VENEZUELAN TRIBUNAL MEETS AGAIN

MENT IN SUPPORT OF THE BRITISH CASE

Paris, June 27.-The Venezuelan Boundary Commission met to-day, and Sir Richard Webster, the British Attorney-General, continued his argument in support of the case of Great

CATHOLIC NOBLES HIS AUDIENCE.

ARCHBISHOP IRELAND ADDRESSES A NOTABLE ASSEMBLY IN LONDON

Duke, Hereditary Marshal and Chief Butler of ened to hear an address by Archbishop Ireland. Baron Clifford of Chudleigh, Count of the Holy Roman Empire, and all the Catholic nobility in London were present. A letter was read from Cerdinal Herbert Vaughan, Archbishop of Westminster, expressing the hope that the Catholic Church in England would become more closely allied to the Catholics of the United States. He referred to the generosity of the American people when he founded the Catholic Mission at Mill Hill, and said that American first received missionaries from there to the negro race. The future, in his judgment, seemed to indicate even a more intimate friendship between the two nations than had existed in the past.

Monsignor Ireland expressed his pleasure at having an opportunity to address some of the great

Monsignor Ireland expressed his pleasure at having an opportunity to address some of the great hereditary families of England, who had distinguished themselves in science, art and literature. The liberty granted by England to Roman Catholicism would, he believed, greatly influence the nations of the world, who would imitate her action on this question; and her example would thus be the means of extending the Church of Rome throughout the world.

Referring to the cordial relations between Great Britain and the United States the Archbishop said he hoped this friendship would increase as the years passed—a sentiment which was received with hearty cheers.

Bishop Thomas O'Gorman, of Sioux Falls, and the Bishop of Emmaus, Palestine, were among those who listened to the address.

SERIOUS RIOTS IN SPAIN.

MARTIAL LAW DECLARED AT VALENCIA-ONE MAN KILLED AT SARAGOSSA.

jured during the rioting here yesterday. Seventeen persons received dangerous wounds. The troops were obliged to fire on the people.

Martial law has been declared at Valencia, and fighting has occurred at Grenada, where the troops charged and wounded several people.

Anti-budget demonstrations have also occurred at Burgos, Toledo and Logrono.

KILLED IN THE TYROLESE ALPS.

TWO BAVARIAN OFFICERS MEET DEATH WHILE

Vienna, June 27.-Two Bayarian officers, Baron Bounet and Baron Godin, were killed yesterday while attempting to ascend the Ackerisspitze, in the Tyrolese Alps.

MRS. POLE'S DIVORCE SUIT.

London, June 27.-The jury in the suit for di vorce, begun on June 30 by Mrs. Pole against her husband, Chandos Pole, naming the wife of the Hon. Rupert Cecil Craven, brother of the Earl of Craven, as co-respondent, found the charges of cruelty proved, but disagreed regarding the charges of adultery. A judicial separation was offered the plaintiff, but decision in the matter was adjourned.

OUSTOM HOUSE AT SAIGON DESTROYED Paris, June 7.-A dispatch to "The Times" from Saigon, describing the anti-foreign disturbances that recently occurred in Meng-Tzu, Province of Yu-Yan, says that the Wong-Tze custom house, which was in charge of American officials, was sacked and destroyed.

BROTHER OF THE POET TENNYSON DEAD. London, June 27 .- Arthur Tennyson, a younger brother of the celebrated poet, Alfred Tennyson,

DEFIANT FRENCH FISHERMEN. PAWNEE BURNED AT SEA. ROBBED IN THE BOWERY.

CLYDE LINE FREIGHTER.

CATCHES FIRE ABOUT FORTY MILES OFF

CAPE HENRY-THE GEORGE W. CLYDE GOES TO THE RESCUE.

The steamship Pawnee, of the Clyde Line, was burned to the water's edge about midnight last Saturday while forty miles off Cape Henry, on the Virginia coast. She was a freighter that plied between Boston and Brunswick, Ga., and had left the last-named port last Friday with a cargo composed of railroad ties, lumber, naval stores and a few bales of cotton. She carried no passengers, it was said at the office of the company in this city yesterday. Her crew consisted of thirty-five men under the command of

Captain Ingram. The first news of the disaster was brought to this city by Captain Savage of the Savannah Line steamship City of Macon, which arrived here yesterday morning. He said that his vessel had passed the wreck of the Pawnee, which was still burning, at 8 o'clock last Sunday morna part of the stern which bore her name and had not yet been burned away. The City of but discovered no signs of small boats.

When the news reached the Clyde Company's office here the keenest anxiety as to the fate The Premier, M. Waldeck-Rousseau, opposed of the crew was manifested. This was relieved the proposition and asked that the motion be later in the day, however, by the receipt of the following telegram from H. G. Smallbones, the company's agent at Wilmington:

Pawnee destroyed by fire at midnight Sunday. Crew picked up by the George W. Clyde and ar-tived here at 11 a. m. All hands saved.

The George W. Clyde sailed from here for Wil-

"The Pawnee had evidently been burning for several hours," said Captain Savage, when seen on board his vessel yesterday. "Her smokestack was still standing, and from time to time bursts of flame from her hold would shoot up to the top of it. It was about 2 o'clock Sunday mornrizon ahead. We did not pay any attention it, however, but when morning broke we saw buds of smoke rising above the horizon a little to starboard. Our course was at once changed, and we made for the smoke, and in a short time we could make out the outlines of a vessel, from which flames burst at intervals. On approach ing nearer we could not at first see a sign of small boats, hatches, implements or anything that might bear the name of the vessel, but in going around her stern we saw letters forming enough of her name to identify her. We cruised around the burning hulk for some time, and finally decided that the steamship must have been abandoned. If any attempt had been made to fight the fire all evidences of the struggle had to fight the fire all evidences of the struggle had been burned away. After leaving the wreck we cruised about the neighborhood for miles on all sides, hoping to pick up the members of the crew. Not a sign did we see of them. After some further search we came to the conclusion that some other vessel must have rescued them, and so we proceeded on our course.

"Before we left the chief engineer took a good "Before we left the chief engineer took a good."

Thomas Clyde, manager of the Clyde Line, said yesterday that the loss on the cargo would be about \$50,000, and that on the ship \$100,000, all to-morrow." Mr. Clyde continued. "The Pawnee was not intended to carry passengers, and after her arrival in Boston we had intended to use her as a freighter between this city and Bruns-

She was 203.2 feet long, 38 feet beam, and had a depth of 19.5 feet. She registered 1.210 tons She had compound two-cylinder engines gross. She had compound two-cylinder engines, a single funnel, and was schooner rigged. Her speed was about twelve knots an hour. She was last surveyed in this port in November, 1898.

Captain Ingram is well known in this port. He was master of the steamship Delaware, which was burned off Barnegat in July, 1898. and crew were all saved and Captain Ingram then, as well as at the burning of the Pawnee, was the last man to leave the ship.

HOW THE CREW SAVED THEMSELVES. CAPTAIN INGRAM LAST TO LEAVE THE VESSEL-ALL PICKED UP BY THE

GEORGE W. CLYDE. Wilmington, N. C., June 27.-The steamship George W. Clyde, Captain Robinson, of the New-York Clyde Line, arrived in this port at 11 o'clock to-day, with Captain A. D. Ingram and crew of the steamship Pawnee on board, the Clyde having picked them up from small boats soon after they abandoned the Pawnee, leaving her wrapped in flames. It was learned from Captain Ingram, soon after his arrival here that the Pawnee was abandoned off Currituck, on the North Carolina coast, a little past mid-

night on Sunday night. The fire was discovered about midnight, and had gained such headway that every effort to check the flames was futile. They leaped from the forward hold of the vessel, and the dense smoke completely enveloped the decks.

When the alarm was made Captain Ingram was asleep, and no sooner had he rushed out and taken in the situation than he saw that if he saved his crew he must get them off at once. However, the pumps were set to work and threw two sterams of water upon the flames for severa boats to be lowered and the ship to be abandoned. While the crew were manning the small boats, Captain Ingram went into his cabin for some valuables which he hoped to save. When he reached the ship's side the boat had drifted out of reach, and about that time row the boat to windward. This they did, but in the mean time the wind shifted again, and the heat and smoke forced them to pull away without their captain. There were three vain efforts of this kind made, the boat being rowed first to one side of the vessel and then to the other in attempts to remove the captain.

Finally Captain Ingram leaped into the water and swam two hundred feet or more toward the boat. One of the crew held an oar out to him and pulled him in completely exhausted and almost unconscious. In the mean time the George W. Clyde had sighted the Pawnee in flames and bore down upon her in time to pick up the cap-tain and crew, within a few minutes after they abandoned the burning ship

The Pawnee's crew consisted of thirty-five men, with the following officers: Chief officer, B. MacBeth, second officer, Joseph Parker; chief engineer, Clayton Platt, and assistant engineer,

WRECK SEEN BY THE ALDBOROUGH. Philadelphia, June 77.-The British steamship Aldborough, from Cardenas, which passed up the Dela-ware River this morning, reported the destruction by fire of the Clyde Line steamer Pawnee. The vessel was burned to the water's edge and there was no sign of life aboard when the Aldborough passed her yesterday, 126 miles east of Cape Charles.

SENOR COREA STARTS FOR WASHINGTON Managua, Nicaragua (via Galveston), June 27.— Señor Luis F. Corea, who has been appointed Nicaraguan Minister to the United States, left Managun to-day for Bluefields, from which point he will pro-ceed to Washington.

CREW TAKEN UNINJURED FROM THE C. C. MILLER AND R. W. E. SWINTON ASSAULTED BY RUFFIANS.

> THESE WELL-KNOWN WALL STREET BROK-ERS THINK THEY RECEIVED KNOCK-OUT DROPS-QUEER ACTION OF A POLICE-

MAN AND "CABBY." It became known yesterday that two wellknown Wall Street brokers were the victims of a particularly daring attack by Bowery thieves on Friday night. Not only were both men brutally assaulted, so much so that one of them was beaten into insensibility, but they were robbed of their watches, jewelry and money

The two brokers are C. C. Miller and R. W. E. Swinton. On Friday evening they attended together the performance of the "Man in the Moon" at the New-York Theatre, and at the close engaged a cabman to drive them to the Brooklyn Bridge entrance. There one of the men purposed taking a car to his home in Brooklyn, and his companion, who lives in Staten Island, intended to continue on to the ferry house at the Battery. Before entering the cala stipulated charge for the journey was agreed upon, the sum being paid to the driver in advance. The route followed by the cabman took them through the Bowery, and when halfway down the thoroughfare they decided to alight for a moment to get a drink. The driver was ordered to pull up at the first respectable saloon he came to. He halted at a place in the vicinity

THEIR CAB HAD VANISHED.

Messrs. Miller and Swinton went inside and called for two glasses of Rhine wine and seltzer. They were in the saloon only a few moments. but on reaching the street again they found that their cab had vanished. Their suspicions were immediately aroused, and, feeling that their drinks had been drugged, they hurried to a policeman and asked his help in finding another cab. He replied curtly that they could wait on the sidewalk until a stray cab passed and then hall it. Having given this timely and valuable advice, he walked away. He had gone only a short distance when the two friends were suddenly set upon by a gang of thugs. Be fore he could make a move to defend himself Mr. Miller received a heavy blow on the head, At the same instant his watch was snatched

from his pocket. Though dazed by the blow, Mr. Miller fortunately retained his feet. He is a powerfully built man, and, grabbing the thief who held his watch, he yelled for the police. The same officer to whom he had just before spoken responded. As the policeman came upon the scene the thief threw the watch to the ground. It was picked up in a badly damaged condition by was picked up in a badly damaged condition a man who was passing, and handed to officer. In the excitement Mr. Miller had officer. In the excitement Mr. Miller had lost sight of his friend. Not caring so much for the arrest of his assailant as he was anxious over the fate of his companion, Mr. Miller urged the policeman to go to the rescue of Mr. Swinton. But the official declined. He asserted that he had seen Mr. Swinton running down the Bowery, and then insisted that both Mr. Miller and the watch anatoher should go to the station house. watch-snatcher should go to the station house

THE POLICEMAN REFUSED TO ASSIST. Feeling certain that Mr. Swinton had come to some harm, Mr. Miller objected, and even offered to give the policeman his watch if he would help to look for his friend. His entreaties, however, made no impression, and he was taken to the station house. The next morning he was discharged and the thief was held

Going at once to Mr. Swinton's house, Mr. Miller found, as he had feared, that his friend had been robbed and badly injured by the thuss. Besides receiving an ugly wound at the back of his skill, Mr. Swinton had his jaw broken, Money and jewelry, it cluding three diamond rings, diamond collar button and a watch and chain, of the total value of about \$900, were stolen from him. Both men are of the opinion that knock-out drops were given to them in the

saloon.

Mr. Swinton, who is a member of the firm of Dimock & Co., says that he has no recollection of anything after leaving the saloon, while Mr. Miller says that it was with the utmost difficulty that the station house officials could arouse culty that the station house officials could arouse him next morning. In the minds of their friends the refusal of the policeman to go to the assistance of Mr. Swinton when urged to do so by Mr. Miller has a sinister appearance. Some of them express the opinion that the apathy of the patrolman suggests certain charges made before the Mazet Committee as to the protection given by some of the members of the force to vicious characters and keepers of disreputable saloons.

CUTICLE TAKEN FROM ELEVEN PERSONS.

TO HEAL BURNS OF A YOUTH TEACHER AND SCHOOLMATES CONTRIBUTED

square inches of cuticle were to-day taken by phy sicians from the arms of eleven volunteers, one of whom was a woman, and successfully transplanted to the body of a youth. William Barrett, in order to save his life. Barrett was severely burned 's a fire several weeks ago, and his wounds would not heal. The woman who volunteered to make the sacrifice for him was Miss Lydia Hinman, principal of the high school. The unfortunate young man was one of her favorite pupils. The other volunteers were his former schoolmates.

DISORDERLY BELGIAN DEPUTIES.

SHOUT FOR A REPUBLIC in the Chamber of Deputies to-day in connection with the debate on the Electoral law introduced by the Government. The Socialists accused the by the Government. The Socialists accused the questors of bringing legal officers of the Crown to the Chamber for the purpose of taking notes of the proceedings. The questors hotly protested, and an inconceivable tumult ensued. The sitting was eventually suspended. The Socialist Deputy Furnimont sang portions of the "Marselliaise," and all the Socialists toined in the chorus. Shouts of "Vive is République" were also raised.

The Chamber, later, voted, by 85 to 18, to debate the Franchise bill on July 5, and the House adjourned amid a terrific uproar.

The Committee of the Federation of Labor Party held a meeting in this city to-night, and decided

NEGRO GIRL BURNS A CHILD TO DEATH.

SAID AFTER IT WAS DEAD SHE WOULD NOT

to be a case of premeditated infanticide developed here to-day, when Mary Barrett, a fifteen year-old colored girl, was arrested and lodged in jail on the charge of murder. On May 5 Jackson, the eighteen months old child of Mr. and Mrs. James Lafferty, of Leipsic, eight miles from here, died from burns supposed to have been caused by the child getting too close to the stove. Mary Bar rett, who was living with the family as a do-mestic, was the first to discover the child and the last one with it before it was burned. Notwith standing the apparent indifference of the negro girl the child's death, Mr. Lefferty and his wife suspected nothing wrong in her conduct. A few days previous to the burning of the child a bag of rags was discovered on fire in the garret of the house and in the room occupied by the negro girl.

her home. Then young Pyle told his story, and it was recalled that the girl was heard to remark a few days after the funeral that, the child being dead, she would not have to attend to it any more.

The girl while being brought to Dover this afternoon admitted setting the child afire, and also causing the two other fires. She was committed fail without ball.

PHILIPPINE PORTS OPENED.

FRESH IMPETUS GIVEN TO TRADE IN THE ISLANDS.

BOOM IN THE HEMP BUSINESS-AGUI-

NALDO'S ALLEGED ASSASSINATION. Manila, June 28, 7 a. m.-Major-General Otis has ordered the opening up to trade of many important ports that have been closed since the outbreak. These include San Fernando, on the west coast of Luzon; Aparri, on the north coast; Curimao, and all ports in the islands of Samar

Many ships used in inter-island commerce have been tied up in the harbor here for months, and the shippers and merchants have been urging the Government to raise the blockade. When the decision was made known yesterday the scene in the Custom House was as animated as the floor of an American stock exchange. It was a busy day. Ship owners rushed to get their

There will be a great boom in the hemp business, which has been at a standstill. The ships will race to bring the first cargoes before the demand weakens. As there is a heavy export duty on hemp, this will greatly increase the revenues. The interests of the natives, as well as the merchants and traders generally, led General Otis to take this action. Delegations from the southern islands told him that the cessation of business was bringing much suffering to peaceful inhabitants.

Gunboats will protect the shipping in some ports, but elsewhere shippers must risk confiscation by the insurgents, who exact heavy tribite of all ships they permit to sail.

The rumor that Aguinaldo had been assassinated was in circulation here for several days. It was not believed, but its currency gave it a definite form. According to the story, General Pio del Pilar called upon Aguinaldo on June 19 and accused him of causing General Luna to be Aguinaldo denied responsibility, and added that he deeply regretted Luna's death. General Pio del Pilar, as the story goes, called him a liar and scoundrel, shot him twice in the head with his revolver and walked away un-The report finds no credence in Manila.

Filipino general, mounted on a big horse, with a numerous staff, has since been seen haranguing the Filipino troops around San Fernando, in Pampanga Province, and this officer is supposed to be Aguinaldo. Yesterday four guns of Hobbes's battery and

other artillery bombarded the Filipino blockhouses and trenches about two miles north of San Fernando. The blockhouses, which had been used by Filipino sharpshooters to annoy the American outposts, were destroyed. The enemy made no resistance Yesterday the Spanish Consul-General, wear-

ing a brilliant uniform, visited Major-General He was received in the latter's office, which is hung with portraits of Spanish royal personages. In the course of a graceful speech he said that the Spanlards in the Philippines would hold no resentment because of the past and would entertain no sentiments but those of respect toward the new regime.

ONE REFLECTING ON THE NAVY DENIED

BY SECRETARY LONG. Washington, June 27 (Special) .- Among the ridiculous reports from Tagalog sympathizers which are obtaining currency in papers opposed to the President's Philippine policy, account of its alleged harshness to the natives and others because a hundred thousand men are not given to General Otis in order that he may quickly exterminate Aguinaldo's followers, is one reflecting on the Navy, which attributes to Secretary Long a statement said to have been made in a Cabinet meeting, in which he deplored the reckless slaughter of innocents. and lamented his inability to put an end to conditions which were repugnant to him. He was said to have told the Cabinet that he had private letters from sailors showing that whenever the natives assembled on shore within firing distance the warships shelled them regardless of provocation; that planes and other private property had been carried by sailors to

the warships from communities reported to be pacified and under American control, etc. Secretary Long to-day, when his attention as called to the matter, wrote for The Tribune

SINTEENTH INFANTRY REACH MANILA.

received the following cable dispatch: Manila, June 27.

Adjutant-General, Washington: Transport Grant arrived this morning, no casualties. OTIS.

The Grant sailed from San Francisco on May 30, carrying the 16th Infantry, forty officers and 1,965 men. Licutenant-Colonel W. F. Spurgin is in command. This is a twenty-six-day passage, and close to the record for the run from San Francisco to Manila.

TWO NATIONAL BANKS FOR MANILA. Chicago, June 27 .- The National Bank of Manila and the First National Bank of Manila are the names of two banks for which Chicago men have asked the Government to grant charters. The applicants for a charter for the National Bank of Manila are J. L. Fulton, E. R. Bliss, J. H. Strong,

J. L. Ray and A. L. Dewar, all substantial busi-

"Mr. Fulton originated the plan," said Mr. Dewar "We expect our charter soon. to-day. "We expect our charter soon. The capital of the bank is to be \$200,000, perhaps more. Some of us expect to make a trip to the Philippines soon to look over the ground, although we are already convinced that the new possessions of the United States offer good returns for investments. We will get to work actively as soon as our charter arrives from Washington. It is said that the Government authorities have not yet taken action on either application."

SPANISH CONSUL-GENERAL COMING.

JOSE NAVARRO NOW ON HIS WAY FROM HONG KONG TO OPEN A CONSULATE.

Ayala to be her Consul-General at New-York, and he is now on his way to this city from Hong Kong to open his office here. Mariano Fabregas, former position under the new Consul-General, whom he is expecting any day now. Mr. Pabregas went to Santo Domingo during the war. Arturo british CRUISER PYLADES ASHORE.
Sydney New South Wales, June 27.—The British this time being in the girl's bed. After the fire the family suspected something wrong, but said nothing to the girl, except to ask her if she had any matches in the room.

There is also living with Mr. Lafferty a boy whose name is Levi Pyle, twelve years old, to whom the girl had made admissions, warning him if he disclosed anything she would kill him. Pyle Buy before the rush at Depot, 3 Park Place.—Advt.

There is also living with Mr. Lafferty a boy whose name is Levi Pyle, twelve years old, to whom the girl had made admissions, warning him if he disclosed anything she would kill him. Pyle was afraid to say anything. On Friday morning this city, now has a Spanish consulate in Africa.

PENNSYLVANIA VICTOR.

PRICE THREE CENTS.

QUAKER 'VARSITY CREW WIN IN A GRAND STRUGGLE.

WISCONSIN'S MEN MAKE A GALLANT

FIGHT AND ARE SECOND-CORNELL THIRD, COLUMBIA LAST.

Poughkeepsie, June 27.—Pennsylvania has won the closest and flercest four-mile college boatrace ever seen in America. And Wisconsin's intrepld men from the West, held up to derision by the critics, came in a magnificent second. Cornell was only a fair third, while Columbia was several boat lengths behind the Ithacans. It was a fair racing race from start to finish, a ding-dong affair, with first one crew ahead and then another, and a stupendous struggle that meant first glory for the winners and heartbreaking efforts for the losers. The dark horses from the West, the men who hall from Fond du Lac, from La Crosse, from Oshkosh and from those other semi-French, semi-Indian sounding towns by the shore of the Great Lakes, set the pace at the very start and kept it till within a few boat lengths of the finish. Then the Quakers, pulling their very hearts out, pushed the nose of their 'varsity shell first a triffe ahead. And there it stayed till the finish line was crossed, and the carsmen from the Keystone State had won by a third of a length.

To win by a quarter of a length (which means only a few feet) in a long four-mile race means that the victors have gained their triumph by a hair's breadth and no more; but verily the race was so close that the thousands on the observation train were kept waiting in suspense after it was over until the judges at the finish could be heard from with their tale of the last conquering strokes of the Pennsylvania crew. There is glory enough for the University of Pennsylvania crew, and it deserves it all. But "hats off to Wisconsin" is the general verdict, and the most obsequious acknowledgment should be made to the prowess of the scarlet-lettered Wisconsin rowers. They rowed the finest race that has ever been seen on the course that flows between the highlands of the Hudson, and they deserve to be sent back to their home in a gorgeously arrayed special train.

A MOST EXCITING CONTEST.

Despite two false starts that were most annoying and, to the spectators, inexplicable, the race from the point of view of the eager onlooker was the most intensely and constantly exciting that could be imagined. For the last two miles it was wholly a toss-up whether Pennsylvania or Wisconsin would win, with good chances of Cornell making a hair-raising spurt to the front at any moment. It was small won observation train became a band of frantic, yelling maniacs. The loyal little band of Wisconsin supporters were wild with delight, and there was much to do to keep them from falling off the cars. The Philadelphians were equally daft over the superb work that their friends were doing under their very eyes. While Cornell rooters, wild and wretched with apprehension, shricked themselves black in the fafor the winning spurt that never came, only Columbia preserved a demeanor at all in keeping with civilized or polite usage

The conditions for the race were absolute perfection. If the oarsmen had had the making of the weather, and their friends the arranging of the sun and cloud effects, they could not with their best ideals have wished to accomplish remits so satisfactory. The only drawbacks we the two false starts, which were trying on t oarsmen and spectators, and the lateness of the hour at which the race was rowed, which prevented the daintily gowned maidens and their duck-clad brethren from returning to Pough-

keepsie until barely 9 o'clock. WHY PENNSYLVANIA WON.

had made wonderfully fast time rows, and were very confident. But how came it that Wisconsin, the crew whose men all seemed to set a stroke and keep time by themselves, was able to make the race for all the others, and then to come within a few feet of carrying the championship back to the West? This is the question that the Cornell oarsmen are too stunned to answer, and the Columbia rowers too brokenhearted. Nor can the coaches explain it away. Cornell had been picked as the winner by a matority of the so-called experts, and she came in third. Old oarsmen had declared that the wonumbia eight could not possibly let her fall bewas called to the matter, wrote for the friodic the following disclaimer:

"Have had no letters at all from sailors in the Philippines. Never had a word from any naval source about sailors carrying away pianos or other private property, or any property at all, or of opening fire on anybody except in regular naval battle. The whole thing is an explanation for all things, and the true one for the result which caused so many surprise parties here to-day is about like hind second place, but all calculations were upthis: The Pennsylvania boat had six men in it toga last year and that made a new three-mile record. That was an extremely fast crew, and Ellis Ward had, therefore, the most superb material to work with. He simply moulded that material intelligently and rounded his men out into a very speedy, though not necessarily a prettily rowing, eight. The public did not know just how fast the Quakers were, but there was no reason why they should not have developed into a speedy and winning crew.

> WISCONSIN SHOWS FINE FORM. When it comes to answering the question as to

Wisconsin's unexpected strength there is not so much data to work upon. But the truth was just here: Nine times out of ten a crew that seems to be rowing all apart is apart, and will go to pieces in a long race. But occasionally it so happens that the eight men will on the day of the race attain their final form, and suddenly fall in together. No one knows just how they do it, but it is done, and when the men are big and strong they win'the race. This happened to the last Harvard crew that won from Yale, in 1891. On the day before the race they appeared to be rowing all over the boat. When the race came off they fell together and hit things off just right, and so it seemed to happen to Wisconsin to-day. The closest observers could not detect anything but perfect unison in the boat. It is no discredit to Wisconsin to say that on the day of the race she rowed better than she ever did before. That is what every crew tries to do, and Wisconsin succeeded. As for Cornell's failure to was vice-consul here before the war, will hold his get first or second place. Coach Courtney has declared all along that his material this year has been below par, and the last thing he said to some Cornell sportsmen this morning was: "It is a good even proposition, boys, but don't give a penny of odds on the crew." When a coach says

WEATHER CONDITIONS EXCELLENT.

this to his intimate friends it may be known

that he has not complete confidence in his crew.

The time of the race, 20 minutes and 4 seconds, was fast, but by no means record time. It had seemed when the day began that all conditions favored a record-breaking race. There' was rejoicing unrestrained when the sun rose